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Canadian Life and Resources

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UNIVERSITY OF TORONTO OCT

An ILLUSTRATED MONTHLY REVIEW showing the PROGRESS AND POSSIBILITIES of the DOMINION OF CANADA and of NEWFOUNDLAND.

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For full particulars of this examination or for any other information, application should be made as soon as possible to the Secretary of the Militia Council, Ottawa, Ont. ; or to the Commandant, Royal Military College, Kingston, Ont.

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Proposed Summer Sailings—1909
(Subject to change.)

From LIVERPOOL	STEAMERS	From MONTREAL	From QUEBEC
Thurs. 22 April	CORSICAN	Fri. 7 May	3 00 a.m.	2 00 p.m.
Friday 30 "	*VIRGINIAN	Fri. 14 "	9.00 a m.	7 30 p.m
Thurs. 6 May	TUNISIAN	Fri. 21 "	3 00 a m.	2.00 p.m.
Friday 14 "	*VICTORIAN	Fri. 28 "	9 00 a m.	7 30 p.m
Thurs. 20 "	CORSICAN	Fri 4 June	3 00 a.m.	2 00 p m.
Friday 28 "	*VIRGINIAN	Fri. 11 "	9.00 a m.	6.30 p m.
Thurs. 3 June	TUNISIAN	Fri 18 "	2.30 a m.	1 30 p m.
Friday 11 "	*VICTORIAN	Fri. 25 "	7.00 a m.	5.00 p.m.
Thurs. 17 "	CORSICAN	Fri. 2 July	2.30 a m.	1.00 p.m.
Friday 25 "	*VIRGINIAN	Fri. 9 "	6.00 a.m.	5.30 p.m.
Thurs 1 July	TUNISIAN	Fri. 16 "	3 00 a.m.	1.00 p.m.
Friday 9 "	*VICTORIAN	Fri. 23 "	5 30 a.m.	4 00 p.m.

*Royal Mail Steamers.

THE Allan Line in announcing their Sailings for 1909, as per schedule appended, reminds their friends of a few salient facts.

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4. The Allans were the first to build steamers with covered-in or protected deck. Now they are universal.
5. The Allans were the first to adopt the turbine engine for ocean going steamers—Victorian and Virginian, each 12,000 tons. Now they are being followed by other Lines—the King's yacht, Battleship Dreadnaught, etc., etc.

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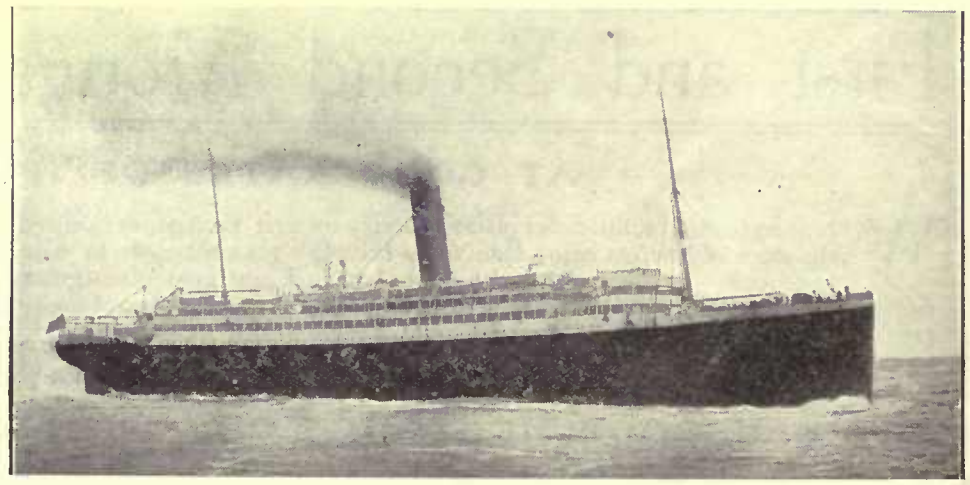
MEGANTIC.....	July	3	Aug.	7	Sept.	11
OTTAWA.....	July	10	Aug.	14	Sept.	18
CANADA.....	July	17	Aug.	21	Sept.	25
LAURENTIC....	July	24	Aug.	28	Oct.	2
DOMINION.....	July	31	Sept.	4	Oct.	9

The popular steamer "CANADA" is also again scheduled to carry three classes of passengers. While the fast steamer "OTTAWA" and the comfortable steamer "DOMINION," as one-class cabin steamers (called Second Class), are very attractive, at moderate rates. Third Class carried on all steamers. See plans and rates at local agents, or company's offices,



Montreal, 118 Notre Dame St. West; Toronto, 41 King St. East; Winnipeg, 205 McDermot Ave.

Our Bureau of Information

THIS department of the paper was started in 1903 to deal with the numerous enquiries received at the office as soon as the first issue of the paper was published. For a small sum, to cover outlay, we send to any enquirer the following:

(1) Official reports of the Federal or Provincial Governments, including maps and reports of the Geological Survey;

(2) Information about the mineral, agricultural, timber, fishing, water-power and other resources of the country;

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Enquiries for information upon any of the above subjects should be accompanied by the nominal fee of twenty-five cents to cover postage, etc.; the Government reports will be supplied free or at actual cost.

Personal enquirers can often be given more explicit information, as they can state their requirements more clearly in an interview than by letter. In either case CANADIAN LIFE AND RESOURCES can usually give, at all events, the preliminary facts required.

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MONTREAL, CANADA

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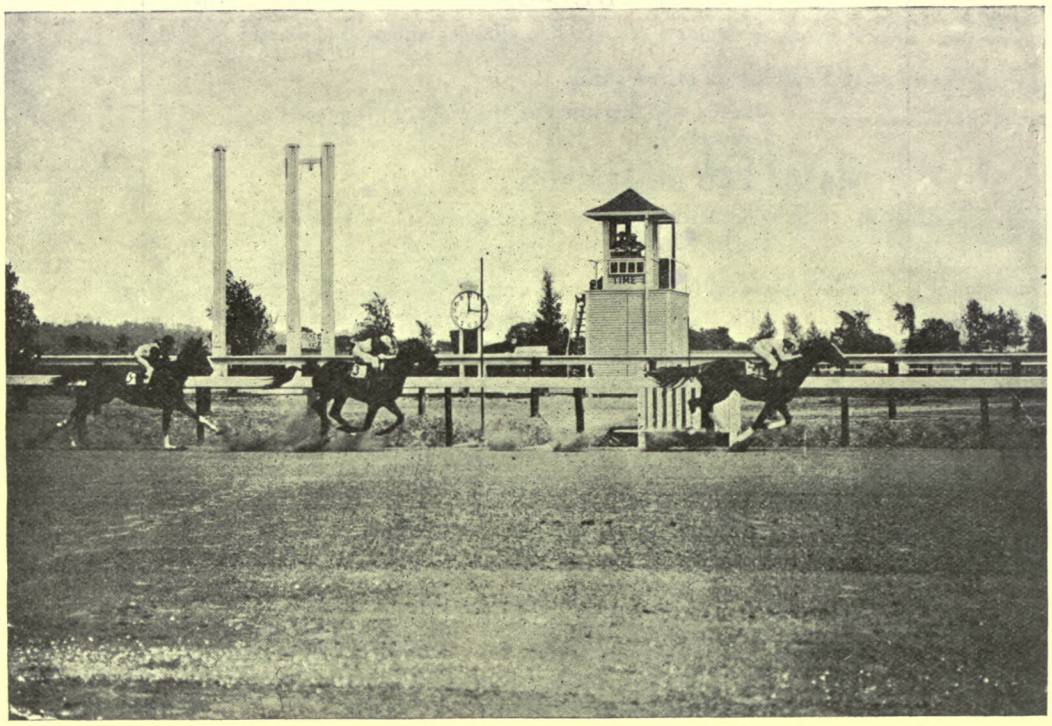


The finish of one of the races of the June meet of the Montreal Jockey Club at its course at Blue Bonnets, near Montreal.

A view of the St. John River as it winds past the little village of East Florenceville, Carleton county, New Brunswick.

Canadian Life and Resources

Vol. VII. NEW SERIES No. 7 Montreal, July, 1909

PRICE, TEN CENTS
ONE DOLLAR A YEAR

THE STORY OF THE MONTH

A SUMMARY OF CANADIAN AFFAIRS

AT HOME.

THE weather in June largely made amends for the somewhat unfavorable conditions of the earlier part of the season which was characterized by cold and excessive rain. On the whole the crops were put in somewhat later than usual, but the growth during June was rapid and healthy.

The late Hon. J. R. Thibaudeau, Senator and Sheriff of Montreal.

The crops now enter the warm period of July looking exceedingly well and give promise of a fine harvest. In some parts of the West, especially in central and southern Alberta, some damage was done fall wheat and in a few localities re-seeding had to be done, but throughout the greater part of the West where spring wheat is the staple crop conditons have been most favorable. There is a considerable increase in acreage, the work of seeding was carefully done, the grain has come up with great evenness and during June the growth was very rapid. A first class crop is expected.

THE accident at the Sault Ste. Marie Canal when an American vessel ran into and carried away a set of lock gates caused much damage. The other set was swept away by the pressure of the water and three vessels were damaged. The Department of Railways and Canals set about making the repairs with despatch and vigor.

THE Quinquennial Congress of the International Council of Women held in Toronto, brought together a distinguished company of ladies representing practically every civilized quarter of the globe. Among the visitors none were of more interest to Canadians or more sincerely welcomed than was the Countess of Aberdeen who not many years ago presided over Government House Ottawa. She is the President of the Congress. Matters of grave importance not only to women but to the people generally, were discussed at the Congress.

THE new steamer "Hamonic" of the Northern Navigation Co., the largest passenger vessel on the Upper Lakes, made her initial trip from Collingwood, where the steamer was built, to Sarnia on June 12th. Among the guests of the occasion were a number of the leading officials of the Grand Trunk Railway System, including Mr. Chas. M. Hays, the General Manager. The Government of Ontario was represented by the Hon. Frank Cochrane and the Hon. W. J. Hanna.

JUNE 14th marked the beginning of a new era in the matter of transportation in the Canadian West when the first passenger train of the Grand Trunk Pacific Railway left Winnipeg bound for Scott, 570 miles to the west. There was a considerable number of spectators around the depot when the historic train drew out and a number of the officials of the company were accommodated on a special car for the trip. There were six coaches in the train and 215 passengers made up the first quota to the rich lands opened by the new national highway. There were Britishers, Galicians and other Europeans, who are going out to take up land, as well as a few commercial men, who are called by the rapid development of business along the line. Though the present continuous service goes only to Scott, it is expected to run through to Edmonton in the early autumn. While the operation of the line is still under control of the construction department, the appearance of the train showed a marked contrast with the first trains in the West.

ACCORDING to officials of the Department of Marine and Fisheries there is no contravention of the terms of the Rush-Bagot convention between Great Britain and the United States in the placing on the Great Lakes of the vessel "Simcoe," recently purchased in Great Britain. The "Simcoe" is not a cruiser but a buoy-boat. She will be used to handle the big gas buoys which mark out the course of navigation in the Great Lakes and if she performs any fisheries protective work it will be only incidental.

MGR. Duhamel, Archbishop of Ottawa died on June 5th at Casselman, Ont., a small town east of the Capital where he was paying a pastoral visit. The cause of death was heart discase from which the Archbishop had been suffering for some

The Canadian Bisley Team.

Top row reading left to right: Sergt. Russell, H. D. Gourgeon, D. McInness, F. Richardson, J. Freeborn, S. J. Huggins, F. A. Stack, G. Copping, F. H. Maurice, T. Mitchell, Lieut. Neil Smith.
Centre row: Sergt. Crichton, Capt. Forrest, Major Jones, Col. S. Hughes, Lt.-Col. Bertram, Lt.-Col. Tilson, Major Mercer and McVittie.
Bottom row: F. H. Marden, H. Kerr, Kelley, Sprinks, W. Smith.

time but the end came suddenly and unexpectedly. Archbishop Duhamel was born in the parish of Contrecoeur. Que., on Nov. 6th, 1841, removing with his parents to Ottawa in early life. He was ordained a priest in 1863 and upon the death of

Sir Hugh Graham who responded on behalf of the Colonial Journalists.

Bishop Guigues in 1874 he became the second Bishop of Ottawa, and was created Archbishop in 1886. For a number of years he had been Chancellor of the University of Ottawa.

THE Hon. J. R. Thibaudeau, a member of the Senate of Canada and Sheriff of the District of Montreal, passed away on June 16th, aged 72 years. In early life he was a member of the leading French-Canadian wholesale drygoods house of Canada but he was perhaps better known as a politician and a Liberal of the old school. It will always be remembered of him that it was chiefly due to his offorts that Mr. (now Sir Wilfrid) Laurier was elected for Quebec East in 1877 when appointed Minister of Inland Revenue in the Mackenzie Government and after he had been defeated in Drummond and Arthabaska. From that day to this Sir Wilfrid has sat for Quebec Esst. "He was a man," says the Montreal *Gazette* "who never permitted race or religious differences to interfere with his frank and genial intercourse with those around him, and although he was an ardent party man, a great many of his warmest personal friends and admirers were to be found in the opposite political organization."

MR. W. L. Mackenzie King, M.P., for North Waterloo, Ont., was sworn in as Minister of Labor—a new Portfolio—and on June 22nd, upon going back to his constituency, was re-elected by acclamation. Heretofore the Department of Labor was attached to the Department of the Postmaster-General and for a number of years Mr. King was its Deputy Minister.

WHEN addressing the Chambre de Commerce of Montreal on June 21st the Hon. L. P. Brodeur, Minister of Marine and Fisheries and who with Sir Frederick Borden will attend the Imperial Defence Conference to be held in London, Eng., speaking of naval defence expressed the opinion that Canada should proceed to build a navy of her own rather than present Dreadnaughts to Great Britain or take the money of Canadian taxpayers and give it as a contribution to the imperial navy, to be used entirely apart from the control of the Canadian people. This policy, he stated, was not only that of the Government, but had been approved by the Opposition also. While Canada, he said, desired to participate in the defence of the Empire, it wished to preserve its autonomy and the control of its naval expenditures. He promised that the Government would give serious consideration to the project of building a dry-dock at some point on the St. Lawrence route. The Minister seemed to prefer Quebec city as the place for the projected work.

ABROAD

DURING the month the Hon. Alfred Deakin again became Prime Minister of the Commonwealth of Australia. He was Prime Minister from 1903 to 1906 having been several times a member of the federal council, for twenty years a member of the Parliament of Victoria and a member of the three National Australian Federal conventions. In 1900 he was the Australian delegate from Victoria to London to obtain the passage of the Commonwealth federation bill.

COLONEL Foxton, an Australian delegate to the Imperial defence conference to be held in London, sailed from Melbourne on June 1st. He is authorized to discuss alternatives to the Dreadnaught offer, including the provision of a great naval base for the Imperial navy in some Australian port, and the assumption by the Australian navy of full responsibility for policing the Pacific. Mr. Foxton will assure the Admiralty of the desire of the Commonwealth to accept British guidance in the construction and management of the proposed subsidiary navy, and to undertake

The Hon. W. L. Mackenzie King, The Minister of Labor in the Federal Government.

that the whole of Australia's warlike machinery be so organized as to be instantly available for any Imperial emergency. He, however, is not able to promise the enlistment of Australians in military forces for other than home defences.

IN the British House of Commons on June 16th Winston Churchill, debating the Labor Exchanges Bill, said he proposed to discuss the matter with the self-governing colonies, with the object of seeing what information could be exchanged between existing immigration offices and labor agencies of the colonies and the labor exchanges to be established here. There was no reason against a complete imperial system of labor exchanges.

ONE of the leading events of the month in Great Britain in which Canadians have a direct interest was the Imperial Press Conference held in London and attended by representative newspaper proprietors, publishers and editors from all the great overseas dominions. The colonial delegates were shown every attention not only by the journalists of the Mother Country but also by the members of the British Government and other leading public men belonging to both political parties many of whom addressed the conference. Besides matters relating specially to their business, such as better and cheaper cable facilities, the Conference considered the great question of the hour—imperial naval defence, and the unanimous opinion was that it is the duty of the colonies, not only as a matter of self-defence but as a step necessary to insure the integrity of the Empire, to make adequate provision for their own naval defence. As to the steps that should be taken to ensure such defence different views were expressed, one Canadian delegate laying down the principle that Canada's action in this matter must not be such as to interfere with her autonomy as a self-governing Dominion. The highest note in the discussions was struck by Earl Rosebery, "the orator of the British Empire," who in the course of his speech at the banquet given the delegates said:

"On the duty of national defence, we can and will build 'Dreadnaughts' or whatever the newest type of ship may be, as long as we have a shilling to spend on them or a man to put in them, but I am not sure that that is enough; it may be your duty to take back to your young dominions across the seas this message, this impression that some personal duty and responsibility for national defence rests upon every man and citizen of the Empire. Tell your people, if they can believe it, the deplorable condition in which Europe is rattling into barbarism and the pressure that is put on this little England to defend itself, its liberties and yours. Take this message also back with you that the Old Country is right at heart, that there is no failing or weakness in her, and that she rejoices in renewing her youth in her giant dominions beyond the seas. For her own salvation she must look to herself, and that failing her, she must look to you."

In reply to Lord Rosebery's address of welcome Sir Hugh Graham spoke as a Canadian delegate. His remarks were clear-cut and outspoken. He said in part: "If a wise statesmanship guide the delegates in their deliberations, it means a most important step in safeguarding Imperial interests. It means not that the people are yearning to relieve the British taxpayer—to make any such pretention were hypocrisy—it means that the colonies are rising to a sense of their responsibilities. It means for Canada that it is no longer to be regarded as an infant colony, to be coddled and pampered by a paternal British Government, but a responsible partner, with interests to protect and responsibilities co-equal with its privileges. It means that the people of the colonies are anxious for a rightful voice in determining what the strength of the British navy shall be, and to tell you, more

The Earl of Rosebery who welcomed the Colonial delegates to the Imperial Press Conference.

effectively than can ever be done by a merely nominal partner, that they regard the British navy as a form of Imperial insurance under a blanket policy, covering everything that you and we possess that is worth possessing."

OUR POINT OF VIEW

AND what is Canada going to do? That is the thought in the mind of the Empire to day. As soon as New Zealand realized the naval menace of Germany, swift and sure came the answer of the blood from that high-spirited little nation of less than one million people. They offered spontaneously a free gift of a "Dreadnaught," which meant in money a sum of not less than one million and three-quarters pounds sterling or some $8,750,000. This is nearly three million dollars more than Canada spent last year on her army. And this did not exhaust New Zealand's patriotic generosity. If necessary they are prepared to give a second "Dreadnaught." This is certainly magnificent. Australia has now, under Mr. Deakin's leadership, followed this splendid lead and offered also a "Dreadnaught." This offer, be it understood, does not interfere with Australia's previous arrangements for the construction of coast vessels of defence for her own use in home waters. South Africa is busy setting her house in order and rightly holds back for her first national parliament to meet before deciding upon any course in this affair. The whole Empire now awaits the answer of Canada to the call of the blood. What is the greatest and the wealthiest of the Mother Country's children going to do to defend the Empire against the threatened and calculated attack of Germany? That is the question.

WE must confess that we are not altogether satisfied with the manner in which our political leaders have so far acted. There has been a lack of spontaneity in their actions—a tendancy to wait and see what others were doing which does not well accord with the spirit of our people When Canada does speak, it must be with no uncertain voice. The utterances of some of our editors at the Press Conference have been the reverse of inspiring. If they are paving the way for our two Ministers to make some cheap bargain with the Mother Country, the foresight and statesmanship of Sir Wilfrid are to prove, for the first time, at fault. We wish that the Premier were himself attending this naval Conference. The occasion is important enough to warrant all the colonial premiers going over to London. We do not want Canada to follow the lead of New Zealand and Australia and offer a "Dreadnaught" to the Imperial Navy. This is most generous action on the part of these two Southern nations, but it seems to us more generous than statesmanlike. As an example of the spirit of the colonies it was magnificent, but it does not seem to us to help much towards the solution of the problem of how the colonies can help the Mother Country whilst keeping their independence. We have thought for the past three years that the true policy for us is to build up a Canadian fleet to defend our own coasts and co operate with the fleets of the Mother Country in case of need. This policy and this policy alone can satisfy the national patriotism of our people. Lord Charles Beresford has lately given his opinion that a cruiser squadron would be of the greatest use to the colonies—he does not think gunboats or torpedo-boats would be of much assistance in guarding the trade routes between them and foreign countries. We think and have thought that gunboats and torpedo craft would be of very considerable use in protecting our coasts, but we agree that they would not be of much assistance in a great fight on the high seas between the Imperial fleet and that, say, of Germany. A combination of fast cruisers and these coast defence boats would seem to meet the need. Anyhow these are matters of detail to be settled at the Conference. What we want to feel sure about is that our Ministers are going to meet the Imperial representatives and the other colonial delegates in a spirit that represents the feeling general throughout Canada to-day that the time has come when this new nation must take up a part of the burden that goes along with the pride and prestige of nationhood. We believe the people are not only willing but anxious to do their duty and for our part we rejoice that the chance has come so happily. Any thought that the safety of Great Britain is in danger is naturally the most alarming that we in Canada can have. But there is no mistaking the tenor of public opinion in Great Britain upon this point. Let no one delude himself with the idea that this fear of the German Navy is any scare produced for party purposes. It bears upon its face the unmistakeable mark of its genuinenesss. *There is a danger* and a great danger that through over-confidence Great Britain may allow Germany to deal her a swift aud sudden blow which in 24 hours might change the whole political standing of the world. And not only is over-confidence to be feared. The most disquieting feature of British public life to-day to us is the discord and desagreement amongst the naval leaders there. When admirals in command of fighting squadrons are not on speaking terms with their superiors in the Admiralty Office and when captains are openly scoffing at their commanders a state of affairs has arisen which the building of 20 "Dreadnaughts" cannot remedy. Such a situation discloses a sad lack of that patriotism which puts the national good before all private affairs. We write these words advisedly.

WHAT we have to do in Canada is to take our protection into our own hands. No one but a Canadian is good enough to defend Canada. The safety of our land is too priceless a matter to be left to any chance. Therefore we say in the current phrase of the hour "get busy." We outlined last month under this heading what was necessary to put the Canada Army in a state of preparedness for war. The military authorities know better than we do that the Militia has not the necessary equipment to go into the field with 100,000 men, far less with the 200,000 which are supposed to represent the first and second line of the country's Defence force. Money alone is needed to bring the nation's Army into a state of efficiency. With the Navy we start upon a clean sheet. It is all important that we should commence to build up that branch of our defence forces upon a sound and comprehensive plan. We have practically no naval experience here in Canada to go upon and we must rely upon Great Britain in our early efforts to create a fleet. What is of vital importance is that the plan decided upon should be such that we can preserve our autonomy and yet combine with the Mother Country in case of emergency. The constructive genuis of Britain's sons has never yet failed to prove equal to every emergency that has arisen in their history and we do not doubt that some scheme will be devised at the Conference which will meet the desires of the Mother Country and her daughter states. It is up to our Ministers to speak out with a clear and emphatic voice the wish of Canada to bear her share of the future Imperial burden of defence.

WE have written often that our National safety and our National honour demand a Canadian Navy. We believe also that our National development needs the sacrifice which a Canadian Navy will mean to the pockets of the people. It is not mere numbers which make a nation nor can wealth alone make a people strong. It is patriotism—the love of country—that makes nations great and patriotism means individual sacrifice for the National good. The day has come when we must strengthen our patriotism by the test of National self-sacrifice.

The Western Departmental Block, Ottawa, showing the beautiful Mackenzie tower. The offices of the Department of Trade and Commerce are in this building.

TRADE AND COMMERCE

THE OPERATIONS OF THE DEPARTMENT OF THE FEDERAL GOVERNMENT THAT FOSTERS THE BUSINESS OF THE CANADIAN PEOPLE AT HOME AND ABROAD

THE external trade of Canada—the sum total of the exports and imports—now amounts in value each year to more than six hundred and fifty million dollars. In order to make a comparison take the returns for the fiscal year ended March 31st, 1908, which show that during those twelve months the people of Canada exported and imported goods to the value of $650,793,131. In 1868, the first year after Confederation, Canada's external trade amounted in value to only $131,027,532, which shows that during the intervening forty years Canada increased her business with the world at large five-fold; that is, for every dollar's worth of external commerce Canada was carrying on in 1868 she is now doing five dollars' worth of business. And not only is Canada now doing five times as much external business as she did in the opening years of her career as a Dominion, but her trade goes farther afield than it did then, it rests on a more permanent basis, and although our population has greatly increased during the past forty years, still the margin of profit from this trade has more than kept pace with such increase.

To foster this trade and give accurate information respecting its progress is the work of one branch of our Federal Government—the Department of Trade and Commerce—which, with its Minister, an experienced statesman whose life and great ability have been devoted to matters concerning national commerce, and with his staff of able officials at home and abroad, may be likened to a huge trade promotion agency of the people of this country. The services this Department renders is shared in by practically every Canadian citizen—not only by the exporter and the importer, not only by men of large affairs, but by every producer, from the man on the land to the man in the workshop, and by every one who has anything to sell, whether it be only his labor or the product of his labor and capital combined. National prosperity divides and sub-divides until it becomes individual prosperity. Upon national trade national prosperity largely depends and it is to foster national trade that the Department of Trade and Commerce works untiringly, with so little noise, but with such good results.

The Department was constituted by an act passed in 1887, but it was not until December 5th, 1892, that it was actually established, when a Minister of Trade and Commerce was appointed, with whom were associated in a subordinate capacity a Controller of Customs and a Controller of Inland Revenue. The Department is, therefore, only seventeen years old. During the past fiscal year it stood seventh both in point of revenue and expenditure. It has officers scattered from the Atlantic to the Pacific, it has eighteen Trade Commissioners in various parts of the world, and it keeps a careful eye upon steamship services performed under subsidy to every continent on the globe—to Great Britain, France, South America, South Africa, China, Japan, Australia, New Zealand, Mexico, etc. Such in outline is the work carried on by the Department of Trade and Commerce after seventeen years of existence.

The first Minister of Trade and Commerce was Sir Mackenzie Bowell, sworn in on December 2nd, 1892, and associated with him in the Department were the late Hon. N. Clarke Wallace, Controller of Customs, and the late Hon. F. F. Wood, Controller of Inland Revenue. On January 1st, 1893, Mr. W. G.

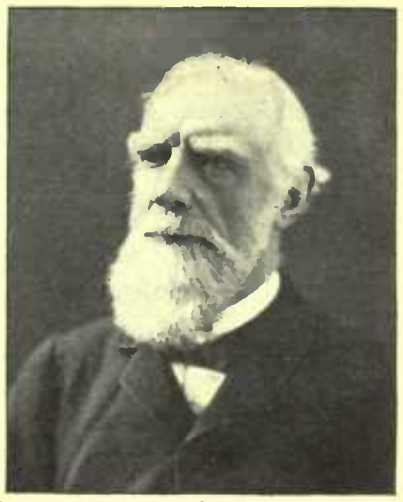
Parmelee became Deputy Minister, filling the position for fifteen years. The late Hon. W. B. Ives was the second Minister of the Department, taking office in December, 1894.

In 1897 the Controllers of Customs and Inland Revenue were raised to the dignity of Ministers and Customs and Inland Revenue were made independent Departments.

Sir Richard Cartwright, G.C.M.G., Minister of Trade and Commerce.

At the inauguration of the present regime in 1896, Sir Richard Cartwright became Minister of Trade and Commerce and he has held the portfolio for thirteen years, during which time the work of the Department and its usefulness have greatly increased. In 1908 Mr. Parmelee retired from the service and Mr. F. C. T. O'Hara, who for a number of years had been Superintendent of Commercial Agencies, now known as the Trade Commissioner service, became Deputy Minister.

One of the most important branches of the Department is that known as the Trade Commissioner Service. It had its origin in 1892 in the appointment of three or four Commercial Agents in the West Indies. These officials were in business in the countries wherein they were appointed and paid only nominal salaries. In 1894 the first Commercial Agent was appointed whose whole time was to be devoted to the duties of his office (Mr. Larke at Sydney, Australia). Prior to 1896 few additional appointments were made. After this date the service was gradually extended. To-day the Department has eighteen Trade Commissioners abroad and six Commercial Agents—in Great Britain, Australasia, the British West Indies, Cuba, China, France, Japan, Corea, Mexico, Newfoundland and South Africa. "Hundreds of trade enquiries pass through the Department to-day with despatch where none were received only a few years ago. This, of course, is largely by reason of the extension of the Trade Commissioner Service. . . . The Department's usefulness in obtaining information in foreign fields is not limited to those countries wherein a Canadian Trade Commissioner or Commercial Agent may be established. Correspondents are sometimes given the address of the British Consul at the point where information is desired, or the Department communicates direct to that official, and in not one single instance has it ever come to the knowledge of the Department that the enquiry has not resulted in the most courteous reply with the fullest possible information."



Lord Strathcona, High Commissioner for Canada in London.

The "Weekly Report," first published in 1904 upon the recommendation of Mr. F. C. T. O'Hara, then Superintendent of Commercial Agencies, contains the reports of the Trade Commissioners and the Commercial Agents, and trade enquiries and other commercial information. Four years ago the Report had a circulation of only 1200; to-day its circulation exceeds 3,000.

These reports contain information of great value to those engaged in Canadian commerce and which otherwise they would be unable to procure. Through its trade enquiries it puts Canadian manufacturers and exporters in direct communication with business houses abroad in need of particular classes of Canadian goods. For instance, a recent issue of the Report contains a communication from the Canadian Trade Commissioner at Cape Town, who writes about the importation of stoves into South Africa, describing the kinds in use there, giving details as to dimensions and cost, the place of manufacture, the styles most in favor and much other information useful to a Canadian stove manufacturer wishing to study and perhaps invade the South African market. The Commissioner at Durban sends a tabulated statement showing Canada's chief competitors with respect to about every article imported in large quantities into South Africa. Then there are trade suggestions and several pages of notes on foreign trade. The trade enquiries are numerous and interesting. For example, a firm in Birmingham, Eng., desires to get into communication with concers prepared to ship veneer, maple blocks for mangle rolls and other wooden ware; a South African firm asks for price lists for bacon and hams; a Newfoundland firm is ready to receive flour from a Canadian miller direct; South African firms ask for information respecting office and school furniture, stoves, agricultural implements, coal tar, fencing wire, etc. The Report is certainly doing a good deal of missionary work for Canadian trade in many widely separated parts of the globe. Almost ten thousand of these enquiries were received and answered last year.

In 1901 the enforcement of the Grain Inspection Act and the Manitoba Grain Act and the administration of the law respecting the culling of timber and the inspection of binder twine, were transferred from the Department of Inland Revenue to the Department of Trade and Commerce. In the inspection of grain alone a most important work is carried on. So thoroughly and intelligently has it been done that today the Canadian grain certificates are second to none in the leading markets of the world. This work has grown enormously.

In the fiscal year 1901 over forty-six million bushels of grain were inspected at the inspection points; in 1908 nearly one hundred and eight million bushels were inspected there. During the same period the grain received at the terminal elevators at Fort William and Port Arthur increased from seven milllons to almost fifty-five million bushels, and the shipment from the same terminals increased from six and a half to sixty-two million bushels. During the first seven months of last year eighty-five and a half million bushels were inspected; the receipts at Fort William and Port Arthur amounted to sixty-five millions and the shipments to almost fifty-six million bushels. Since 1901 the licensed elevators have increased from five hundred and twenty-three to almost fifteen hundred, distributed among six hundred and thirty stations and having a total capacity of almost sixty-four million bushels—more than three times what is was seven years ago.

The fees accruing under the General Inspection

Mr. F. C. T. O'Hara, Deputy Minister of Trade and Commerce.

Branch for inspection of grain, culling of timber, etc., which amounted to $43,476 in 1901 when this work was transferred to the Department of Trade and Commerce, had increased to $133,273,304 in 1908.

A view of a portion of Vancouver harbor

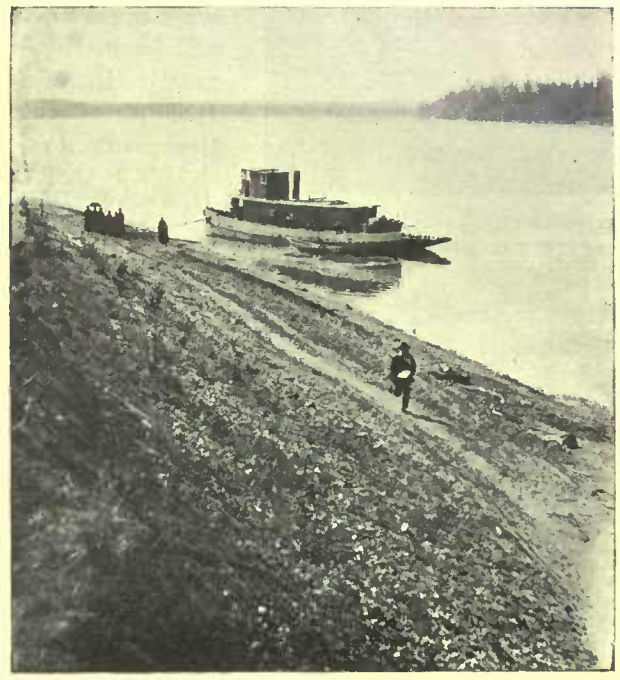
Another branch of the Department's work and one calling for executive ability of a high order and annually disbursing a large sum of money is the steamship subsidy services. Nearly sixty contracts are entered into by the Department for such services, some to be performed wholly within Canada, others extending to Great Britain and foreign countries. As has been already stated, these services put Canada in direct communication with practically every country of the commercial world. "The fulfilment of the terms of the contracts must be watched, the claims for subsidies checked and paid. A subsidized ship in some part of the world goes on the rocks, or misses some port of call, the company may be charged with discriminating in rates, or a steamship fails to make the necessary speed. British or foreign governments in some instances pay a portion of some of the subsidies. Communication by letter or cable with some of them is therefore under way at all times. All these matters entail a large amount of correspondence and an expenditure on the part of Canada of over one million and a half dollars a year.

In addition to all this the Department administers the law providing for the granting of bounties to certain industries engaged in developing the natural resources of the country—bounties on iron and steel, lead, crude petroleum and manila fibre, amounting to two and a half million dollars in 1908-9.

The Department has also to administer the law respecting that difficult and equally delicate matter, Chinese immigration. Here is a work requiring great patience and vigilance. The poll-tax of $500 on arrivals has to be collected and evasions of the law carefully guarded against. "To say the least," states an official of the Department, "the administration of the Chinese Act is always interesting." During the fiscal year 1908-9 the sum of $700,000 was collected by the Department on Chinese entering Canada.

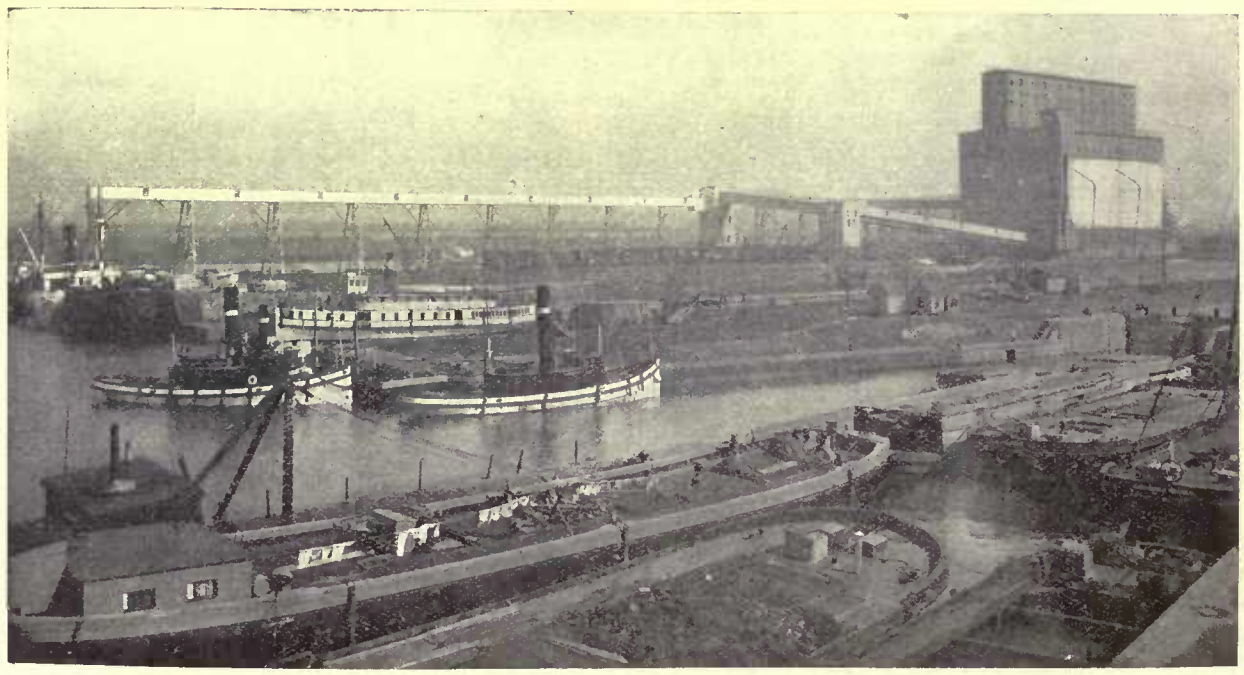
The Department from time to time has purchased various trade lists of Canadian manufacturers, exporters, etc., and other works advertising the commerce and industries of Canada and has forwarded them to all the British Consuls in the world, also to a large number of Boards of Trade and Chambers of Commerce in the United Kingdom. Lively interest has been taken by many of the British Consuls in the information thus supplied them. They have always appeared to receive any publications sent them with great courtesy, and have expressed a desire to be of assistance to Canada in any way they possibly can.

With the continued development of Canada's great and varied resources she must become more and more an exporting country, for many of her products are absolutely necessary to her neighbors. Looking to the future the Deputy Minister of Trade and Commerce, in his latest report, writes in this connection: "There are unlimited openings for trade still unexploited



A Peace River steamer, the vanguard of commerce in the Far North.

by Canadians which with the fast increasing facilities for communication could well be taken advantage of with profit while still retaining grasp on what has already been secured. Energy backed by enterprise and capital could easily add an enormous increase to our trade figures, and it is to be hoped that the voluminous information published from time to time by the Department will assist materially those in position to take advantage of opportunities offering, to extend and increase their foreign trade in proportion to Canadian progress in other ways."



A view of a portion of the upper section of the harbor of Montreal, showing the elevator of the Grand Trunk Railway System.

A view of Spencer Wood, the residence of the Lieutenant-Governor of Quebec, showing the main entrance.

SPENCER WOOD

THE PICTURESQUE GOVERNMENT HOUSE OF THE PROVINCE OF QUEBEC, ITS LONG AND INTERESTING HISTORY AND ITS DISTINGUISHED OCCUPANTS

(Written for CANADIAN LIFE AND RESOURCES by L. A. M. LOVEKIN)

THE ordinary visitor to Quebec is necessarily unable to see one of the most interesting spots in the vicinity of the historic capital—Spencer Wood, the private residence of the Lieutenant-Governor of the Province, the incumbent of that high office at present being the Hon. Sir C. Alphonse Pelletier, K.C.M.G. He has been so long in public life and played so prominent a part on the stage of the theatre of national events that brief reference must be made to his career.

He is the son of the late Mr. J. M. Pelletier of Rivière Ouelle, whose wife was Mdlle. Painchaud, and thus blood of two of the oldest families of Quebec are united in his veins. He was born in the year 1837. His early studies were made at the College of Ste. Anne de Pocatière, and, later, at Laval University, where he took the degree of B.C.L. in 1858 and he was called to the bar in 1860, of which he has been, successively, Syndic and Batonnier, and was created a Q.C. in 1879. But he has always been best known in public life, having represented the County of Kamouraska in the Commons from 1869 to 1877, and was also its representative in the Provincial Legislature from 1873 to 1874, the year when "the dual representation" bill was passed. This measure was framed in order to prevent any member of the Parliament of Canada also sitting in the Legislature of his Province, and was one of doubtful wisdom, as it cleared the Legislatures of most of their strongest element. Sir C. A. Pelletier, like Edward Blake, Alexander Mackenzie, Sir John Carling and a great number of others throughout Canada, elected to go to Parliament and vacated his Provincial seat. He was called to the Senate in 1877, becoming Minister of Agriculture in succession to the late Hon. Luc Letellier de St. Just, and, on the defeat of Mr. Mackenzie's Government, became leader of the Opposition in the Red Chamber. He acted at the Paris Universal Exhibition in 1878 as the President of the Canadian Commission, being personally thanked by the Prince of Wales, President of the British Royal Commission, and received the decoration of C.M.G., twenty years later being raised to the dignity of Knight Commander of the Order of St. Michael and St. George. In 1896, when the present Federal administration came into power, he was created Speaker of the Senate, and in 1904 raised to the bench in the Superior Court of Quebec, a position he resigned to accept his present high office in succession to Sir Louis Jetté. He has also served his country in a military capacity, having passed the military school at Quebec at the time of the Trent affair and was captain and adjutant of what is now the Ninth Regiment of Rifles. As major, in 1866, he commanded the corps during the Fenian raid.

A view of Spencer Wood showing the conservatory and the lawn.

Sir Alphonse has, during his brief term of office, proved a statesmanlike administrator, and Spencer Wood has never been occupied by a more hospitable and dignified governor. The misused and misunderstood word "democratic" has been applied to Sir Alphonse, and one paper appears to have been profoundly impressed by the fact that he has invited "business men of Quebec to dinner!" The fact is

simply that he has exercised that generous hospitality for which Spencer Wood has always been noted and his hospitality has been seasoned with a cordiality and sympathy which has been most pleasing to his guests. And in this he has been most ably assisted by the courtly lady who shares his high position and whose portrait we are accorded permission to give herewith. Lady Pelletier, whose maiden name was Virginie de Sales Laterrière, is the daughter of the late Hon. Pascal de Sales Laterrière, Seigneur des Eboulements (Charlevoix), a member of the *Conseil Special* and a Legislative Councillor. Her mother was the daughter of Seigneur C. Denéchaud of Berthier (en bas) and she was born at Eboulements and educated at that great seat of learning, the Ursuline Convent, Quebec, a training reinforced by extensive travel abroad. As is seen, Lady Pelletier represents one of the oldest of Quebec families, one of the old noblesse. The manorial seat of her family possesses the rare privilege granted to but few in Quebec and none, it is said, in Ontario, of having a private chapel "as long as the name of Laterrière attaches to it." It must be noted here that Lady Pelletier is admirably assisted in her social functions by her relative, Mdlle. Denéchaud. The A.D.C. is Col. Oscar Pelletier, son of the Lieutenant-Governor, an officer of distinction, having served in the Royal Canadian Artillery and as D.O.C., 1897. He served through the North-West Rebellion, 1885, and was at Cut Knife Creek, where he was severely wounded, receiving the medal and clasp. He also served in South Africa during the Boer War, being present at Paardeberg, where he was wounded, and in action at Belfast, Johannesburg, Pretoria and the operations in Orange River Colony and Western Transvaal.

Sir C. Alphonse Pelletier, Lieutenant-Governor of Quebec.

Lady Pelletier, the Chatelaine of Spencer Wood.

A view of a portion of the grounds surrounding Spencer Wood.

Spencer Wood is so interesting that it would take more space than can be given here to do it justice. But it is, like every other square yard of Quebec, reflective of history. "To efface the names of Coulonge, Powell Place and Spencer Wood would be to obliterate most precious pages from the annals of the city of Quebec, the old Capital, so proud of its past and so nobly jealous of the conservation of its memories." So, truly, has Mr. Eugene Garneau written, in a sketch of the Golden Wedding of Laval Normal School. That distinguished scholar and writer is every ready, with unstinted generosity, to permit others to drink at the inexhaustible fountain of knowledge which he possesses, and to his research the writer is indebted for the ancient records now referred to. Passing the great plain where the forces of Montcalm and Wolfe met in fateful battle, and north of the line of battle at St. Foy, where, later, the desperate sortie of Murray was defeated by Levis, leaving the fate of the British trembling in the balance, the lodge gate of the gubernatorial residence is reached. The domain is part of what was the "Castellany* of Coulonge," erected into a fief by the Company of New France (the Hundred Associates) in favor of Louis d'Ailleboust, formerly Governor of Canada, and then a director of the fur trade. The deed is signed by "A. Cheffault," Secretary, and "Peuvret," Clerk, "attests the registration of the deed in the Seneschal's Court of New France, January 11th, 1658." This deed is in the archives of the Quebec Seminary. After the death of d'Ailleboust the Castellany passed through many changes—first into the possession of his widow and nephew; the Hotel Dieu; the Seminary of Quebec; M. M. Olrey and Mayer; Henry Watson Powell—from this date the centre of the old Castellany became known as Powell Place—Patrick Beatson; Francois Le Houllier; Michael Henry Perceval; Henry Atkinson, and the Government of Canada, 1850, the property having been transferred to the Province for its present purposes in 1870, but it is still owned by the Federal authorities. The name Powell Place continued after its sale to Mr. Beatson, a shipbuilder, by General Powell. Shortly after this it had for a tenant that most ill-advised and deservedly unpopular Governor, Sir James Craig. The name Spencer Wood was not given to the domain until it was acquired by Mr. Michael Spencer Perceval, a gentleman from England, who became a Legislative Councillor and was Collector of Customs. It was so named in honor of Mr. Perceval's relation and patron, the Rt. Hon. Spencer Perceval, the British Premier who was assassinated by one Bellingham, in the lobby of the House of Commons in 1812. On Mr. Perceval's death, by drowning at sea, the property passed to Mr. Atkinson, a local merchant, and in 1852-4 it came into the possession of the Government of Canada for the Governor-General's residence. A portion of this historic ground called Spencer Grange is the property of Sir James Lemoine. The old house, occupied successively by Lord Elgin and Sir Edmund Head, was burned on the evening of February 28th, 1860, when the State dinner, after the opening of Parliament, was commencing.

* The term "Castellany" indicates that the Coulonge domain was erected into a "fief of dignity," and not a simple fief. The latter, according to the French law of the period, was one unaccompanied by any title of honor. A "fief of dignity" or honor was such as had the right of justice or titles, from Castellanies to Duchies.

The present house was built in 1862-3, and was first occupied by Lord Monck, who lived here until 1866. Since Confederation Spencer Wood has been occupied by nine Lieutenant-Governors.

Thus it will be seen that the residence of the Lieutenant-Governor of Quebec possesses a very noble wealth of historic memories. Shadows of old days rise and pass in spectral array within its borders and a host of those of a newer regime in like manner. Bold explorers, heroic missionaries, both men and women, some with the crown of martyrdom already shining near them, brave warriors, patriotic statesmen, all following an unseen but all-powerful guide towards a goal and maturity of national possibilities which were not and are not imagined or imaginable. It will not be unfitting to close with a few lines by Mr. E. Gagnon, who, alluding to the scene, wrote: "A few steps from the cascade formed by the St. Denis brook, the north-eastern boundary of the Castellany, is the spot where Wolfe's soldiers scaled the cliff to form up in battle array on the heights of Abraham on the morning of September 13th, 1759. A short distance away to the west Brother Liégeois, whose remains lie in the chapel of the Ursuline Monastery, was massacred by the Iroquois on May 29th, 1655, and on the beach of Sillery, adjacent to Coulonge, Father Ennemond Massé, the comrade of Jean de Brebœuf, expired on the night of the 11th of May, 1646. History, legends and the lore familiar to the learned, spring up at each step in this domain of Spencer Wood; on the summit of the cliff formerly entrusted to the guardianship of Douglas and Vergor; in the avenues of the great park where Lady Head walked in her overpowering sorrow;* under the branches of the century old oaks that recall 'the forest primeval'; in the white chapel, the vast salons and the sweet-smelling conservatory of the Chateau."

*A reference to the death of her son by drowning in the St. Maurice River in September, 1859.

THE LAKE CHAMPLAIN TERCENTENARY

LAST summer Quebec held its Champlain tercentenary celebrating the three hundredth anniversary of the founding of the Ancient Capital. This summer it is the turn of Quebec's southern neighbors, the states of Vermont and New York, which share between them the waters of that charming and historical lake which Champlain was the first whiteman to visit three hundred years ago and which is the great natural monument to the memory and fame of Canada's first Governor-General and one of her most famous explorers. In this tercentenary all Canadians, but especially the citizens of Quebec, have a part. It was from this Province that the discoverer of the lake set out on his voyage, the lower portion of the lake is Canadian water and its outlet, the Richelieu river, is wholly Canadian. And further, the historical associations in which the lake is so rich belong to Canadian as well as to United States history. The Lake Champlain tercentenary was therefore international in character.

It was not a mission of peace that in the summer of 1609 led Champlain up the Richelieu river and almost to the head waters of the lake that bears his name. He went as an ally of the Indians of the North—the great Algonquin family—who sent south a warparty to attack the Mohawks, the most easterly of the Five Nations of the Iroquois, the revengeful and usually victorious enemies of practically all their neighbors and for a century and a half the scourge of New France in the valley of the St. Lawrence.

A sketch of the Memorial Lighthouse which it is proposed to erect on Isle La Motte to commemorate the discovery of Lake Champlain by Samuel de Champlain in 1609

It is proposed to erect a perpetual memorial to Champlain and to his discovery of three hundred years ago, the principal feature of the memorial to be a lofty and artistic tower of grey limestone which will not only be a monument but a lighthouse. On a pedestal surmounting the entrance to the tower will stand a bronze statue, heroic in size, of the discoverer of the lake, and adjoining the tower there will be a museum in which will be collected relics connected with the long and inspiring history of this great water highway of early colonial times. It is proposed to erect the memorial on the lower or northern end of Isle La Motte, the first island south of the International Boundary and only eight miles distant, and one of the many that aid in making the lake one of the most beautiful on this continent. Isle La Motte is part of the state of Vermont, but it stands well out in the lake near the line dividing it between Vermont and New York. Near the site of the proposed memorial are the ruies of old Fort Ste. Anne which dates back to 1642 when it was selected as a rendezvous "from which continued attacks could be made on the enemy," the Iroquois, the selection having been made by M. de La Motte, a captain of the famous Carignan regiment from France, serving in Canada.

The estimated cost of the memorial, including lighthouse and museum, is $50,000. The material for the structure can be obtained on the island, the quarries on Isle La Motte containing an almost unlimited supply of grey limestone from which for many years large shipments have been made. A great part of the stone used in the construction of the piers of the Victoria bridge spanning the St. Lawrence river at Montreal, was taken from the Isle La Motte quarries. A number of lighthouses along the lake have also been built of like material.

A view of a section of the business quarter of Arcola looking up the main street.

ATTRACTIVE ARCOLA

A TOWN AND DISTRICT WHOSE DEVELOPMENT AND PROSPERITY EXEMPLIFY THE WORTH AND INDUSTRIAL POSSIBILITIES OF SOUTHEASTERN SASKATCHEWAN

RUNNING out from Brandon and bending well to the south like a big loop and then turning northward to Regina is a branch of the Canadian Pacific Railway which provides transportation facilities for a large district in the most fertile portion of Southeastern Saskatchewan. The distance between Brandon and Regina by this line is 215 miles, and midway on the journey stands Arcola, a town that came into existence in the year 1900, when the railway reached the district, and which today has a population exceeding a thousand souls.

Arcola possesses many qualities and advantages common to scores of other young places throughout the Canadian West, first and most important of which is the fertility and general attractiveness of the territory surrounding it and of which it is the commercial centre. Those who had a hand in the beginning of Arcola made a wise selection, for the district in which they set up their homes and on which they staked their fortune cannot be surpassed for substantial worth by any section of the Province of Saskatchewan. Arcola also possesses certain physical features which add very largely to its attractiveness. One is its altitude of 2,000 feet above sea-level, due to the fact that it stands on the southern slope of Moose Mountain, lifting the town above the general prairie level and making drainage an easy and comparatively cheap matter. The mountain on the north prevents monotony of landscape and it also serves important economic purposes, for it is well-wooded and contains a number of charming lakes, all of which are well stocked with fish. It is

Automobiles are a common sight in the streets of Arcola.

an ideal summer resort. The mountain is very wisely being held as a timber reserve, but settlers are permitted to obtain there free their supplies of fuel and building material. A part of this reserve is to be set aside as a national park and a number of the buffaloes purchased by the Department of the Interior will be given permanent homes on Moose Mountain. Large areas on the mountain slopes are already enclosed with fences and are used by the settlers for pastures for their stock.

In the residential section of Arcola.

The exceedingly fertile soil of the Arcola district consists of a deep, black clay loam on a clay sub-soil. It is very easily worked and the land is remarkably free from stone and sloughs. There is practically no waste land there. The farmers work their land well and they are making money. The settlers are mostly English-speaking, and the majority came here from the British Isles and Eastern Canada and, as a rule, were brought up on the land. There are also a number of Germans in the district. With rare exceptions the homes of the farmers of the district are comfortable and attractive and their barns and out-

The homestead of a prosperous western farmer, of a kind common throughout Southesstern Saskatchewan.

buildings are neat and substantial, all of which testifies to the prosperity and progressiveness of the people on the land in this favored portion of Saskatchewan. Under favorable conditions these Arcola farms have produced fifty bushels of wheat to the acre.

Although comparatively young, Arcola has already taken on the appearance of a town, permanent, prosperous and progressive—one that has a bright future before it, with every citizen bent on doing all he can to realize that future. The town is well laid out, the streets are wide, the business blocks are large and many are really fine structures. The residences are very attractive, and in most cases are surrounded by beautiful lawns. Arcola has an excellent gravity system of waterworks, the water being brought in from un unfailing supply, three and a half miles distant. The system affords a most adequate fire protection service, resulting in very low fire insurance rates.

Where the wheat of Arcola is stored for shipment.

Manufacturing has already made considerable progress in Arcola. The flour mill has a capacity of one hundred and twenty five barrels a day, the product being of a high quality. The brick-yard turns out twenty thousand bricks a day, which find a ready sale in the town and throughout the surrounding district. A large shipping business is done from Arcola, especially in grain and live stock produced in the district. Every autumn from three hundred thousand to one million bushels of wheat are marketed here, besides large quantities of coarse grains. Cattle-raising is one of the staple industries of the Arcola district and large shipments of live stock are made from this point to the eastern markets and to Atlantic ports for the export trade. The district is also noted for the excellence of its Clydesdale horses, which are sent from here to many parts of the West.

Arcola is a divisional point on the Brandon-Regina branch of the Canadian Pacific Railway. It is also the centre of the judicial District of Cannington, the judge of the district and the court officials residing here. Among its public offices are a custom-house, and the office of the sub-agent of Dominion Lands and Crown Timber for the Regina and Estevan District. A Land Titles office will soon be opened. The educational facilities of the town are excellent, being provided for by a large and thoroughly-equipped public school and also by a high school, which is the only institution of that grade between the boundary of Manitoba on the east and Regina on the west. A large general hospital is about to be erected.

Arcola offers good openings for an abattoir and cold storage plant, a creamery, a planing-mill, an electric light plant, an oatmeal mill and similar industries. Market gardening would also do well in Arcola. The district is fast filling up with settlers of the very best class—experienced farmers with some ready capital and able at once to make the best possible use of the land.

A view of a portion of Arcola showing a number of the public buildings in the background.

OUR HISTORY IN STATUES AND MONUMENTS

XXX.

TWENTY-FOUR years have passed since was suddenly put to the test the ability of the Federal Government of Canada to maintain law and order throughout the great western region, protect the then scattered settlers on the distant frontier and compel the Indian and half-breed population to live

The Monument in Major Hill Park, Ottawa, to the memory of Canadian Volunteers killed in the Saskatchewan rebellion of 1885.

at peace both with their white neighbors and among themselves. In vindicating Canadian sovereignty in the Valley of the Saskatchewan in 1885, Canadian blood was spilt, and the members of the Confederation were drawn together more indissolubly than before.

The Central West, lying between Manitoba and the Rocky Mountains, was then divided into the Districts of Assiniboia, Alberta, Saskatchewan and Athabasca. It contained a population of not more than 32,000 souls. To-day it forms the two Provinces of Saskatchewan and Alberta, which, according to the quinquennial census of 1906, had a population of 443,175, but which during the intervening three years has increased fully thirty per cent.

In reading the history of the Saskatchewan uprising of 1885, the fact that most forcibly reminds the reader of the progress that has been made by the Canadian West during the past twenty-four years is the isolation of the places prominent in the narrative—not only the isolation of such outposts as Fort Pitt and Batoche, but of such places as Battleford, Prince Albert and Edmonton, which to-day are flourishing cities, on the lines of transcontinental railway systems and surrounded by a permanent and prosperous agricultural population.

The three main points threatened by the uprising were Prince Albert, Battleford and the settlement about Fort Pitt, between Battleford and Edmonton. Near Fort Pitt, it will be remembered, occurred the Frog Lake massacre, perpetrated by Big Bear's braves, and who directly after attacked Fort Pitt, held by twenty-three troopers commanded by Francis Dickens, a son of the great novelist. The attack failed and Dickens and his dauntless little company made good their retreat down the river. In order to protect Edmonton and restore order in the Fort Pitt district a force had to be sent north. The troops under General Strange reached Calgary by train over the Canadian Pacific Railway, whose main line was nearing completion that spring; but from Calgary to Edmonton the journey had to be made on foot, the 192 miles being covered in eight days. Now daily trains perform the same journey in as many hours. The Rev. R. G. MacBeth, author of "The Making of the Canadian West," was a member of that force, and in his account of the expedition he tells of the arrival at Edmonton: "As we crossed the ferry and marched into Edmonton we saw the picturesque town, with its Hudson Bay post, the great distributing point for the company's fur trade, rising high on the north bank of the North Saskatchewan, and stretching over considerable territory." To-day Edmonton is the capital of a great Province, the portal to the northern hinterland and the point where three railway systems meet.

The relief of Battleford was accomplished by Colonel Otter's column, after a remarkably rapid march across the two hundred miles intervening between Swift Current and the North Saskatchewan River. To-day one can perform the journey from a Canadian Atlantic port, surrounded by all the comforts of modern means of travel, in as many days as it required Otter's fleet-footed volunteers to march across the central prairies of Saskatchewan.

At Batoche, on May 9th, the insurrection was crushed at its heart, and the last stand made in the Canadian West by savagery

(From MacBeth's "Making of the Canadian West.")

The interior of Fort Pitt just before the rebellion of 1885—1. The Worm; 2. The Sky Bird; 3. The Bad Boy (Big Bear's son); 4. Big Bear; 5. Angus Mackay (H. B. Co.); 6. Dufresne (H. B. Co. cook); 7. Stanley Simpson (H. B. Co.); 8. Corporal Sleigh (killed at Cut Knife); 9. Trooper Loasby (wounded at Fort Pitt).

against civilization went down to defeat. Batoche is practically the centre of the southern half of Saskatchewan and it is situated in the district that forms the centre of the entire Canadian West. In 1885 the troops reached the rebel headquarters only after long and toilsome marches. To-day a railway running north from the capital of the Province skirts the Batoche country and enters Prince Albert, which twenty-four years ago was an isolated outpost and looked upon as a "jumping-off" place for the Far North.

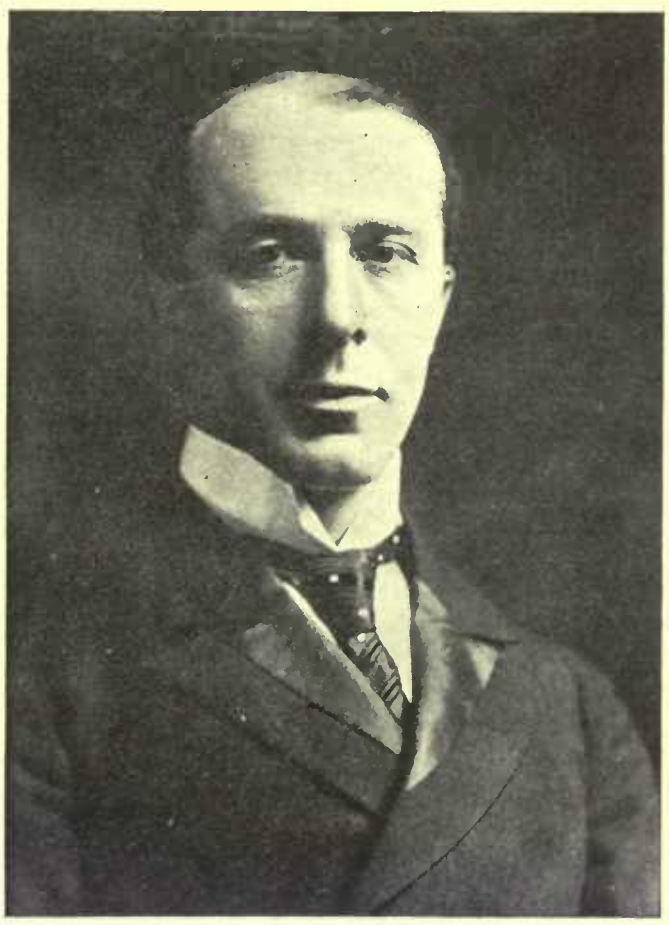
The cruelest tragedy of the whole rising took place at Frog Lake, where helpless settlers were shot down and two priests butchered while trying to defend their flock. To-day the Frog Lake band consists of 130 Crees, and their present condition is indicative of the change that slowly but steadily has come over the Redmen of the West since they were out with Riel in '85. These Crees reside on their reserve and although they still derive a great part of their living from hunting, they also raise cattle and are learning to till the soil. The Indian Agent reports that they "are law-abiding and seldom have any trouble among themselves; are not progressive, but are not becoming poorer."

NOTES OF THE EMPIRE

"Canada and the Empire is our politics."

WE all have the broad knowledge that Great Britain has to spend enormous sums to keep up her supremacy on the sea and defend the commerce of the Empire, but few of us realize just how immense this expenditure is. This year in Canada we shall spend six millions of dollars or some one million two hundred thousand pounds sterling upon military defence and to some it seems a great outlay. But the current British estimates provide for more than one hundred and fifty million dollars expenditure upon the Army and one hundred and sixty-five million dollars expenditure upon the Navy. In the recent session of the British House of Commons the First Lord of the Admiralty, Mr. Reginald McKenna, in reply to Mr. Mackarness, gave tables of the total aggregate amounts which have been devoted to naval expenditure during the past ten years by the four leading European Powers. The figures given are simply stupendous and bring home to us here in Canada in very practical form the price that has to be paid for national existence in these days. The pride of nationhood carries with it a responsibility which we in Canada who are proud of our new prestige must face and meet like men. These are the figures that Mr. McKenna gave:

Great Britain	£318,647,127
Germany	107,927,573
France	126,122,028
Russia	104,642,215



The Right Hon. Reginald McKenna, First Lord of the Admiralty.

THE total Colonial contribution towards Imperial naval defence has never exceeded £500,000, or $2,500,000, in any year. As we have said many times in these pages—long before this German scare set everyone thinking—Canada will soon have to spend as much on a navy as she does on her army; and the money will bear fruit a hundredfold by nourishing the patriotism of the nation. It is not good for us to be protected altogether by Great Britain. We need to make the sacrifices necessary for the establishment of an adequate Canadian defence force on land and sea. One of the finest passages in the very fine speech of Mr. Foster in the House of Commons, in the debate on the naval question, was the following: "To some, and I confess to myself, it is time we did something and did something adequate. Oh, but says some objector, Great Britain is bound to protect her Empire; her prestige demands it, her interests demand it. Well, all I have to say of that argument is that it is not the argument of the brave, or of the generous-hearted, or of the self-respecting, or of the properly independent man; and it is not the argument for a nation of young and growing people which is a candidate for nationhood amongst the nations of the earth." Most assuredly it is not, and we do not believe it is an argument that has now many supporters in Canada.

AN interesting table of the position England occupies in the cotton industry has been furnished to us. It is compiled by the International Federation of Cotton Spinners and shows how the spinning industry has been advancing, Great Britain alone having an increase of 4,000,000 spindles in the period indicated below:

	1905 Spindles	1908 Spindles
Great Britain	46,000,000	50,000,000
United States	....	25,250,000
Germany	8,800,000	9,500,000
France	6,200,000	6,750,000
Austria	....	3,600,000
Italy	2,760,000	3,547,000
Spain	1,700,000	1,800,000
Switzerland	1,456,000	1,467,000
Portugal	334,000	367,000
Belgium	972,000	1,125,000
Russia	....	650,000
Holland	....	382,000
Sweden	....	412,000
Norway	....	65,000
Denmark	....	59,000

ANOTHER interesting table showing British supremacy in another sphere of activity was recently given by Mr. Winston Churchill in a written reply to a question asked in the Imperial House of Commons. It gave the following information as to the ships of the world:

	Total tonnage.
United Kingdom	17,318,351
United States*	2,846,906
France	1,883,894
Germany	4,232,145
Italy	1,285,225
Norway	1,982,878
Russia	974,517

*Exclusive of vessels trading on the Great Lakes.

THE Royal Commission which the Earl of Crewe recently stated that the British Government had decided to appoint on the development of trade between Canada and the British West Indies has now been fully constituted. It is not likely, however, that the Commissioners will begin their labors before the autumn. It will come within the scope of the inquiry to ascertain whether it is desirable on general grounds to make clear the attitude of the colonies themselves, and this is the more necessary in view particularly of the facts that Canada already gives a preference of 33⅓ per cent to all British

possessions, and that some of the West Indian colonies have declared their intention of adopting a similar policy. At the Indo-Canadian Conference last year it was indicated that it was a matter of urgent importance to the colonies mainly dependent upon the sugar industry that they should render secure the advantage already obtained in the Canadian market. For these reasons it was thought that the initial step in the negotiations might most conveniently be taken up by a group of the most vitally interested colonies jointly negotiating upon a tariff, uniform or assimilated, as regards certain specified commodities, and a list of goods on which preference might be given was, after long deliberation, agreed upon. Additions have since been made to that list, and some of the colonies concerned have already taken preliminary steps to give effect in other directions to the resolutions and recommendations of the Conference. All further action of this kind has now, however, been suspended pending the institution of inquiries by the Royal Commission.

NOTES OF THE WEST

MOOSOMIN, the first important town on the main line of the Canadian Pacific Railway after entering Saskatchewan from the east, is situated within the wooded country which extends about five miles east and thirty miles west. These woods consist of poplar in bluffs making it an ideal country in which to live and farm. Many farms have the additional attraction of Manitoba maples and spruce trees which grow luxuriantly here.

The town was incorporated in 1889 and since that time has steadily increased. Its population now numbers about 1,600.

For the seasons of 1907 and 1908 which were proverbially poor ones for many parts of the Province, fully 300,000 bushels of grain, grading better than No.3, were shipped each year from this point, whereas in good seasons the shipment is about 600,000 bushels better than No.3. Farmers who have been settled here since 1881, say they have never seen a total failure of the crop in this immediate district. This latter fact is made apparent, when driving through the country, by the number of handsome brick and stone residences on many of the farms.

The town itself shows progress in the large stores and public buildings. During the fall and winter grain is hauled here in order to get the higher price occasioned by the Grist Mill and the better shipping facilities.

The flour mill has an output of three hundred and fifty barrels per day with a good connection for disposing of its surplus output.

Water-works have been installed and a system of surface drainage has been constructed that carries off the spring waters very quickly.

A public hospital has been erected by local men, and it is maintained by government grant, fees and the Women's Aid Association.

The public school has a seating capacity for three hundred and sixty pupils with a staff of seven teachers. A high-school building costing $23,000 is to be constructed this season.

The Seed Fair held in January, 1908, was ranked the best in the Eastern part of the Province for quality and quantity of seed, the yield being as high as 30 bushels to the acre of wheat and 80 bushels to the acre of oats.

THE first steamboat in twenty-eight years to make the trip down the Red River from Grand Forks, North Dakota, to Winnipeg, arrived in the latter city on June 7th. Great interest was taken all along the route in the passage of the boat which recalled the pioneer days of Manitoba when the Red River boats furnished the only means of transportation on a large scale possessed by the people of the prairie Province. The steamer making the trip known as the "Grand Forks," was commanded by Captain Perro who took the old steamer "Manitoba" from Grand Forks, N.D., to Winnipeg in 1881. He remembered all the prominent landmarks along the river, and warned his pilot correctly when the "crooked rapids" were being approach near Ste. Agathe. He knew all the twists and turns of the river at these shallows, and the boat went through without any trouble. As he sat up in the pilot house high above the river, with the breeze blowing fresh and full, he talked reminiscently of the old days when the West was in its first flush of success and river navigation was in its prime. Writing of this revival of Steamboating on the Red River the *Free Press* of Winnipeg says:—"Navigation open for a thousand miles in the interior of the continent. That is what the present interest in the Red river trip means—a steamer route from Grand Forks to Norway House—international in its character and doing for Manitoba and North Dakota what the Mississippi does for the states along its shores. It means a waterway for the handling of nonperishable goods on which low handling tariffs are the main consideration, and which, if it is proved feasible, may develop into one of the great trade routes of the West.

It should not be forgotten that this route is not a new one, or one the advantages of which have just been recognized, for over a quarter of a century ago it was an established business, a business which was later forced out of commission by railway competition and certain natural disadvantages which could not be readily overcome at that time. Settlements were so widely scattered, freights so uncertain in quantity and the lack of improvement to river channels was such a bar that the railways easily obtained control of the field. Now the conditions have changed and present indications are to the effect that the interest in steamboats as a means of transportation is due to awaken. The country is settled up, there is a way traffic which might readily develop to considerable proportions, and the Government has taken up the active work of developing the water courses tributary to Lake Winnipeg.

The initial work in this regard has been the eliminating of St. Andrew's rapids where an outcropping limestone ridge throws a barrier across the Red river which could only be passed by boats of small size at periods of favorable water level. There the Government has thrown a dam across the river which will hold the water to the south at a constant level during the whole of the season of navigation. Then a lock has been put in by means of which boats of all sizes may pass freely to and fro. The summer shoals and bars above the rapids for a distance of 100 miles will be covered with such a depth of water that boats may run day and night, carrying the freight which may originate between Winnipeg and the lakes or between Winnipeg and the south.

There are great possibilities of development along the shores of Lake Winnipeg, few of which have yet been grasped or investigated. It is known that there are great areas of timber along its shores and along the rivers and streams tributary to it. This is suitable for lumber, firewood, and pulp. On Black island are great deposits of high grade iron ore which can be readily worked; at different points are to be found ledges of the finest sandstone and limestone for building purposes; there is excellent mixed farming and grazing land along the west shore, while along the east shore is a practical terra incognita of thousands of square miles of Laurentian granite in which several finds have been made of mineralized quartz, which might well prove worth developing with cheap and efficient transportation available. Then there are numberless power sites along the lake, starting with the Grand rapids of the Saskatchewan and including minor falls on the Berens, Black, Pigeon, Etomami and Winnipeg rivers, each of which might easily be converted to commercial uses. Coal has been reported along the lake and there are many deposits of minerals and mineral earths which are worth careful prospecting if the output can be easily taken care of.

There is a new lake and river fleet now growing up, the growth of which will be greatly accelerated with the opening of St. Andrew's locks and it is claimed by those who are in a position to judge that within a decade Winnipeg's water front will be one of the show places of the city."

MAIN ST LOOKING NORTH MOOSOMIN SASK.

AMONG the cities in western Canada which are building up rapidly is Lethbridge, the metropolis of southeastern Alberta. The council is progressive and ambitious and on the programme for immediate construction are many cement walks, totalling up to 20,000 yards. Among the large blocks to be erected in Lethbridge this summer are the Sherlock block at a cost of $30,000 and the Arcade block at a cost of $20,000. It is also stated that a syndicate of Manitoba men is considering the proposition of erecting a large modern flour mill.

Saskatoon, the busy city of central Saskatchewan, is also forging ahead this summer. Chief among the expenditures considered is the proposed provincial university at a cost of $125,000. A new school in Nutana, the portion of the city across the river, will be erected at a cost of $50,000. The council of Saskatoon proposes to spend $36,000 for the extension of the power house and $5,000 for temporary city offices. It is also intended to expend $10,000 in the purchase of up-to-date road machinery.

Brandon, the well-known Manitoban wheat centre is fast assuming the characteristics of a metropolis. This summer $77,000 will be spent in the construction of sewers.

Indian Head is to be made happy by the erection of a fine $20,000 Canadian Pacific depot.

A Presbyterian residential college is being mooted for Moose Jaw, a city which already has achieved a name as an educational centre.

Moosomin, in Saskatchewan, will have a new high school.

A strong appeal for a proper memorial to La Verendrye, the discoverer of the Canadian Northwest, is made by *Le Manitoba*; and in addition to urging that a monument be erected to the great explorer in St. Boniface, the paper makes a suggestion which might be highly acceptable to the organization committee of the Canadian Exposition and Selkirk Centennial, and one which probably has not occurred to that body before. It is that the name of the illustrious pathfinder, La Verendrye, should be associated with the equally illustrious coloniser, Lord Selkirk, in the exposition. Of this *Le Manitoba* says:

"The public authorities would probably not hesitate to assist, and we believe that all nationalities in the West,—the British first of all,—would be happy to commemorate a glory which is common to all, the glory of Pierre Gaultier Varennes de La Verendrye. There will be held in Winnipeg within three years, a universal exposition. It will commemorate specially the coming of the illustrious Lord Selkirk to the Red River country, Would it not be possible and opportune to officially associate the great name of the discoverer with that of the benevolent organizer?"

La Verendrye's son was one of the victims of one of the greatest and the earliest tragedies of the frontier, in which he and his companions were massacred by the Sioux, at Fort St. Charles, the site of which was discovered last summer by the Jesuit fathers, who for two years had prosecuted a diligent search for it. Now it is reported that at the request of Mgr. Langevin and of Mgr. Ireland, the American government has decided to reserve the site of old Fort St. Charles as national property, with a view to the erection of a memorial in the future.

THE new time card for the western lines of the Grand Trunk Pacific Railway went into effect on the morning of June 13th. It provides for through tri-weekly, exclusive passenger service to Scott, which is a divisional point 569 miles west of Winnipeg. The trip will be made in a little more than a day. Hitherto there has only been a mixed freight and passenger service, and trains only ran in the day time. These latter trains will continue to run through to Wainwright with an improvement in time, leaving Winnipeg and Wainwright three times a week. Wainwright is 666 miles distant, and, for the present, passengers wishing to go through to that point may transfer from the regular trains at Scott. It is expected that the new passenger service will be extended from Scott to Wainwright early in July, and it is very probable that passenger trains will be running from Winnipeg to Edmonton by the first of September. All the equipment for the new passenger service is brand new, and its operation will be under the auspices of the construction department.

TWENTY-FIVE miles will be constructed this summer by the Canadian Northern Railway on the extension north toward Athabasca Landing. Malcolm McGrimmon, of Edmonton, has been awarded the contract for the grading. Already he has his grading outfit and gangs on the ground at St. Emile. The twenty-five miles will be the extent of construction on the Athabasca Landing line this year, and will be the first bit of branch line to be constructed under the government guarantee of bonds. The C.N.R. will confine its efforts this summer chiefly to the construction of the Vegreville-Camrose-Calgary line, of which they expect to complete 100 miles before fall.

The Northern Construction company of Winnipeg have been awarded the contract for the Vegreville line work. The train service now operating to Morinville will be extended to the northern limit of the 25 mile extension immediately it is completed. This will carry the line into the Bridge lakes district, a particularly rich farming section, and will give a train service over half the distance from Edmonton to the Landing. The line will be completed into the Landing next year.

THE last of the big steel towers on the new mammoth bridge of the Lethbridge-Macleod cut-off of the C. P. R. has been completed and the deck is expected to be on early in August. This bridge is known as the greatest steel structure in the world.

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Colonizing the Tramp.

WHAT to do with the tramp is one of the problems of modern society. In the United States, it is estimated, there is an army half a milllon strong of the wanderers who each year, it is said, cause a loss of $25,000,000 to the railway companies. "The losses are continuous from explosions or flames due to careless lighting of fires by tramps. Robberies, obstruction of tracks, interference with signals, stopping of trains, injuring and frequent killing of employees, and wrecks which entail large immediate loss and heavy suits for damages, —these are some of the disastrous results of the doings of tramps. The immense number of tramps trespassing upon railroads and the fatalities which overtake many of them, may be judged from the fact that in a period of five years recently 23,964 trespassers were killed and 25,236 injured while stealing rides on railroads. Most of them were tramps."

In Canada there are not so many tramps, but they are sufficiently numerous and criminal to cause considerable loss and to be a menace to the peace of rural communities.

How to deal with them is the problem. A solution is proposed by Mr. Gustavus Myers, who, in the course of an article published in a recent number of the *Review of Reviews*, writes: "The charitable societies and the railroads believe that they have at last come upon a plan which is quite certain to prove efficacious. This plan is a transplanting, with certain modifications suitable to American conditions, of the tramp colony idea already in force in Holland, Belgium and Switzerland. Since the instituting of these colonies vagrancy has been unknown in those countries, and although they have certain features which cannot well be adopted in this country, the general plan of these European experiments will be followed.

It was Holland which first took the initiative of establishing tramp colonies, and it was in that country where it was first proved that labor colonies could be used in ridding the streets and highways of tramps. One serious defect, however, in the Dutch system is the absence of measures designed distinctively to reform the inmates. The Belgium colony system has also its disadvantages along with its advantages. It is a direct outgrowth of the Holland system. The Belgian colonies at Merxplas are chiefly industrial. Agriculture occupies a minor part."

Practically every trade is carried on at Merxplas, says a writer who recently visited the place. The enormous buildings of which Merxplas is composed are the work of the vagabonds. They have built the gas house and the machines used on the place, including the most delicate electrical apparatus. It was among the vagabonds that were found the architects who drew up plans for the buildings, the draughtsmen who furnished the designs for their carpets, and the sculptors who modelled the statues that decorate their chapel. Every kind of weaving is done at Merxplas, from the commonest to the most perfected. Tiles, too, are manufactured there of every degree of quality and style; also waggons, buttons, bags, and a great varlety of other articles. Merxplas is a very large colony, accommodating from five to six thousand inmates.

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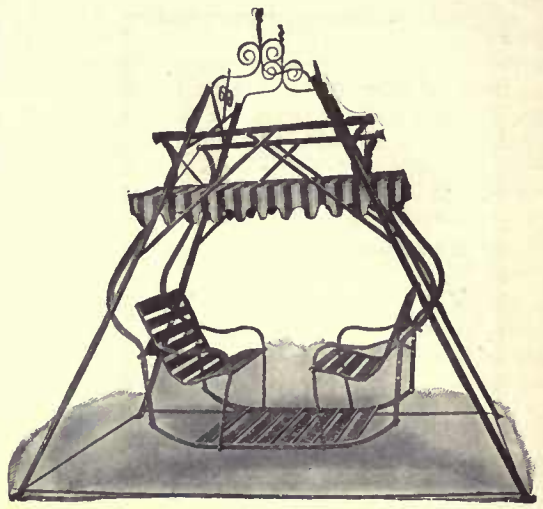

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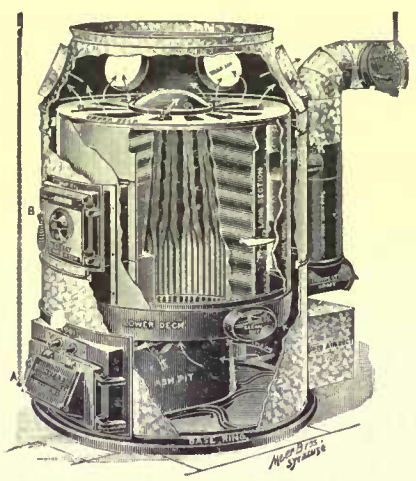
See page 16 for description of district.



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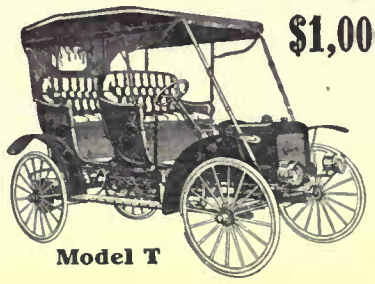

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The high wheels and solid rubber tires make this Motor Carriage unequalled for solid comfort and safety. No danger of punctures and blow-outs.

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Simcoe's Devonshire Home

HIGH among the hills surrounding Honiton, the little country town which is famed far and wide as the centre of the lace-making industry of Devon, England, stands Wolford Lodge, the pleasant English home where General Simcoe, the first Lieutenant-Governor of Upper Canada, spent the last few years of his eventful life. Weakened by the wounds and hardships endured in the disheartening campaigns of the American Revolutionary war, and worn with his anxious toil for the benefit of the new British Province which it had been given to him to organize in the wilderness, he came back to England in 1796 to seek well-earned repose. But rest was not for him. Almost immediately he was sent back across the Atlantic to put down an insurrection in the West Indies. Returning again to his native land, he began, about the year 1800, to build himself a spacious mansion on a green slope deep amongst the gently-rounded, well-cultivated hills of lovely Devon. Surely no toil-worn warrior ever found a more restful spot in which to spend the evening of his days, for still, despite a hundred years of progress, dispite vastly increased population, despite railways and motor-cars, the whole land speaks of peace.

The lodge was built in solid fashion by the General round an old farm-house, which was on the estate when he bought it. Except for the addition of some large bow-windows, the house has been little altered from the original design, and much of the old furniture remains in its spacious rooms. So large are they that an ancient four-post bedstead appears a comparatively small piece of furniture, and the General's own bedroom is larger than many a village church. In the different rooms numerous relics connected with him have been carefully preserved.

On either side of the stair-case window, in the square entrance hall, are two venerable flags, the colors of the "Queen's Rangers," a Provincial corps of Loyalists, which was raised by Simcoe and did gallant service during the revolutionary war.—*Emily P. Weaver.*

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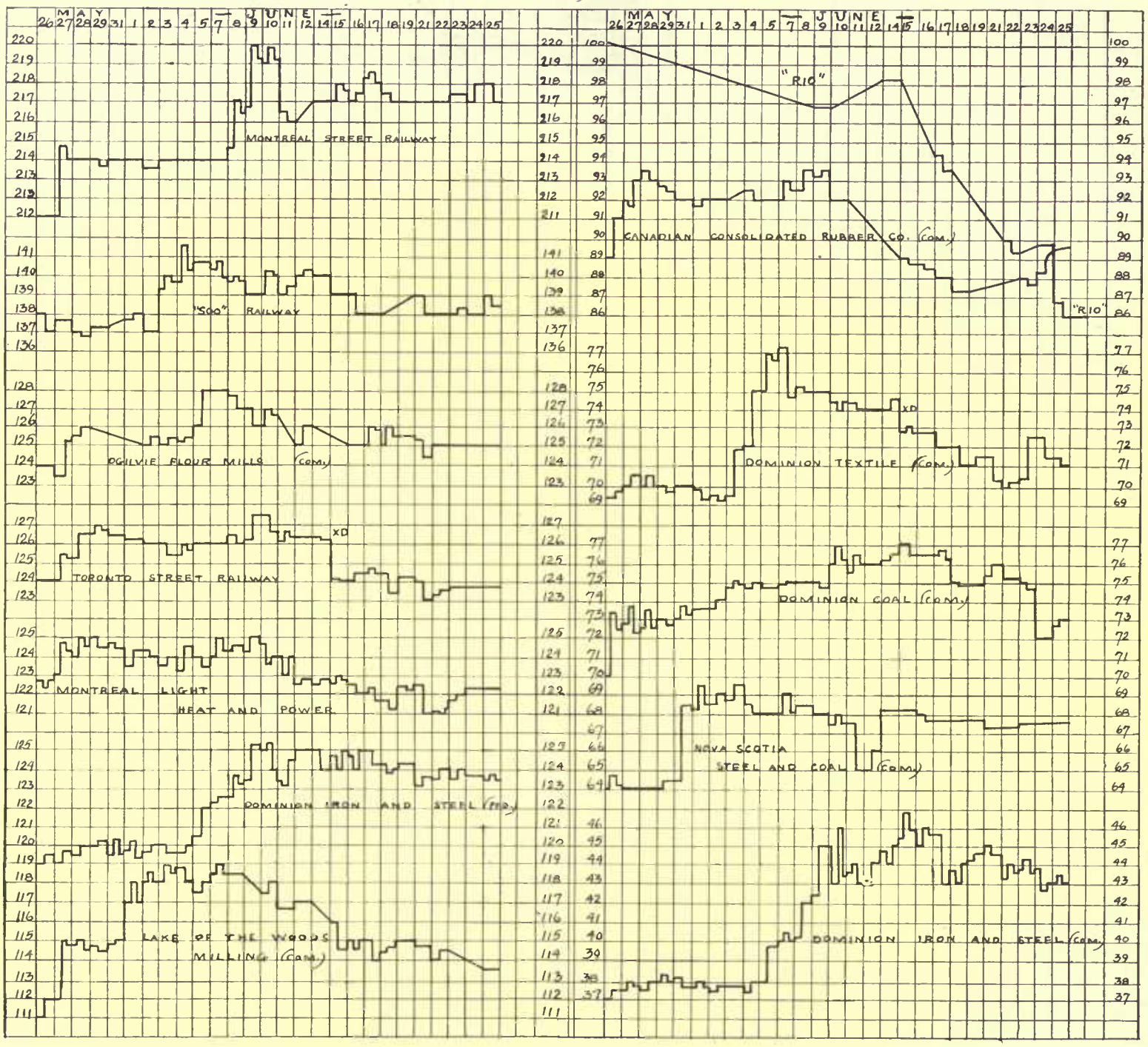
DURING JUNE

A DAILY RECORD OF THE FLUCTUATIONS DURING THE MONTH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Advance was too fast

In the first half of June the advance in prices of the principal Canadian stocks, in evidence for several months back, proceeded at an exceedingly rapid pace. Apparently it was too fast; the market could not stand it. Quite a severe reaction set in and is yet in progress at the time of writing. As yet, notwithstanding that several points have been knocked off most of the speculative favorites, they still stand well above the quotations of a month ago.

Since the last review was written interesting developments have occurred in connection with the affairs of several important properties.

Following their season of comparative quietness in the earlier part of May, the Dominion Iron and Steel securities leaped into a stage of furious activity, in the course of which the market's valuation of the common stock issue increased by about 33 per cent; the preferred also rose seven or eight points. Experts say general buying on the part of the public was responsible for the activity and buoyancy. Several causes combined to stimulate the outside interest. A favorable report for the year ended 31st May was predicted and has since been produced. A clearer recognition, by financial authorities, of the value of the iron ore deposits owned by the company has been reached. And belief in the prospect of a good season just ahead for the Canadian iron and steel industries is spreading. At the same time it is to be remembered that the public is prone to run into fits of peculiarly enthusiastic optimism over this particular company. And no doubt there are some speculative holders with altogether unwarranted expectations as to what the stocks will do or yield in the immediate future.

Mexican Power Co.

A faint reflection of the intense interest with which the affairs of the Mexican Power Co. were regarded a while ago was produced on the news that the big dam at Necaxa had been injured. The fall in the price of the stock seemed to indicate that the accident was serious. No doubt the members of the old board, while regretting the injury to the company's property, will feel relieved that it did not happen while they had the government.

Steel and Flour Milling

The much talked of scheme of financing by the Nova Scotia Steel and Coal Co. is at last forthcoming, and, as amended, has apparently been accepted by the market as reasonable and proper. At any rate the company's shares stand several points above the level at which they stood a month ago. Quite a considerable further rise occurred in the common shares of Lake of the Woods and Ogilvie Milling Co. Several interesting rumors attended the rise of the former to 119. The dividend was to be raised to 7 or perhaps 8 per cent; there was to be a stock issue of $500,000 to pay for a new 5,000-barrel mill at Victoria Harbor. On his return from England the President said, in answer to the questioning of newspaper interviewers, that the policy of the company would be to reduce its capitalization rather than to increase it. It is certain that all stockholders who have a remembrance and an understanding of the financial scheme put through while Mr. Meighen and his party were out of the control, will heartily agree with him that the proper corrective for what was then done is to continue the policy of applying profits in large measure towards reduction of capitalization.

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C. P. R. and "Soo."

Canadian Pacific, "Soo" and others of the "heavier" issues, though maintaining their strength, have not shown as much buoyancy as the specialties. They are undoubtedly prospering and their business is increasing. Both stand to profit very materially from a big crop of spring wheat in the West. It is very likely, should the present expectations of a fine yield be realized, that these stocks, in company with the Wall Street rails especially identified with the Northwestern States, may experience a considerable rise. There are, however, some considerations which seem to indicate that such a rise would have a better chance of being maintained if it is not inaugurated until the fine crop becomes an assured fact.

During the month the Cobalt section of the market received something of a set back from the passing of the dividend on Temiskaming, one of the highly regarded mines. If the statements of the directors are to be believed, the discontinuation of the dividend appears to be the best policy for the shareholders. The other high grade mining stocks were not greatly affected by the circumstance. Several of the leaders continued their advance without interruption.

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THE message conveyed by Mr. McKenna, the First Lord of the Admiralty, (to the Press Conference in London) is that supremacy on the seas means supremacy on all seas. The widely scattered Empire borders on every ocean. Canada faces the Atlantic and the Pacific. Australia and New Zealand present long coast lines to the Southern Pacific. South Africa, India and the other British possessions are all largely maritime in character. We here in the Dominion, they of the Commonwealth and the people of the new African Federation are all vitally interested in the maintenance of British naval power. The oceans are our highways of commerce, and henceforth it is to be our privilege to help keep them open. The history of the nations shows that diplomacy unbacked by force is powerless. As long as war-like peoples enlarge their armies and navies, the peace-loving, law-abiding nations must have troops and fleets in order to protect themselves and to maintain the cause of justice in the world.—Toronto *News*.

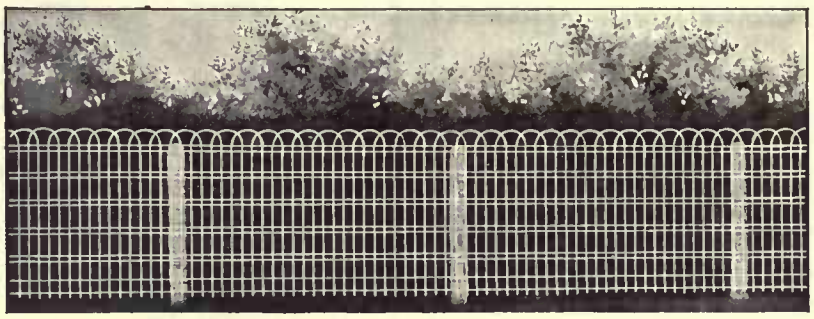
Studying Esquimaux in their Homes.

THE Canadian Geological Survey, under the late Dr. G. M. Dawson, gathered from time to time a large amount of interesting and valuable information regarding the native races. Since the death of Dr. Dawson this portion of the work of the department has been allowed to languish, but this year a fresh start was made in a direction which cannot but prove to be of great historical and ethnological interest, as well as being of particular value in allowing the people of Canada to become better acquainted with their fellow citizens who occupy the vast frozen territory which forms our northern boundary.

The present subject of ethnological research by the Department is the Esquimaux race; and it is deemed especially desirable that this work should be resumed amongst them just now, because their habits are rapidly changing and becoming more difficult for scientific study, as the white man penetrates the Far North.

The Esquimau is perhaps by his natural gifts the most admirable of the native races of Canada. There are no more intelligent and kindly people than the Esquimaux of Northern Canada, and none that so readily respond to courtesy and good will; and yet they are probably the most misunderstood and misrepresented of all native races The expedition which was fitted out last year for the study of the Esquimaux consists of Mr. V. Stefansson and Dr. R. M. Anderson. The undertaking is by no means a new task to Mr. Stefansson, as it is the second of a series of journeys he has planned to carry out within the next fifteen years, during which period he hopes to visit and study every Esquimaux settlement from East Cape, Siberia, to the east coast of Greenland and the shores of Labrador.

The present journey is planned to cover two years, one of which Mr. Stefansson expects to spend between Cape Brown and Bathurst Inlet, Canada, the other on the Colville river, Alaska. He believes that near the mouth of the Coppermine river there is a group of Esquimaux who have never seen a white man; these he desires to study while as yet they are uncontaminated by white influence, and before "civilized" ways change their system of living. On the Colville river there is, by native



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report, a group of about 300 natives, only odd members of which have had contact with whites. These are the only "uncivilized" branch of the so-called Nunatagmiuts (Dwellers among the Hills) who formerly occupied a large portion of the Arctic slope of Alaska, but who have now become few and are scattered to distant places because of the absence of deer from their former hunting grounds.

Mr Stefansson's present expedition is supported jointly by the Canadian Geological Survey and the American Museum of Natural History.

The head of the expedition is particularly well fitted for a sojourn among the Esquimaux, a task which calls for accomplishments and tastes somewhat foreign to the white man, used as he is to the niceties of civilized life. One of the qualifications in which Mr Stefansson excels is the ability to live with the natives as a native, in itself no mean tribute to his powers of adaptation and self-renunciation; but he has, further a trait which must endear him to every native with whom he comes in contact; a habit, acquired, no doubt, of assimilating without difficulty or indigestion, the Esquimaux favorite diet of frozen decayed fish. This, it is said, he does without the slightest inconvenience to himself; yet the very acquirement of the taste shows a devotion to science that would be hard to beat.

This diet of the Esquimaux is not alone distasteful; it has its danger, too. In April, 1908, a party of Esquimaux left Baillie Island with dogs and sleds for Kopuk, near Richard Island. On their way they found a dead whale. Here was the groundwork of a feast. They cooked and ate some of it. The next day they found another, whether by scent or not is not stated in the Mounted Police report, whence the details are gleaned. They feasted once more and went on for twenty-five miles before the whales had their revenge. Six adults and two children died, and one small girl was the sole survivor of the party. From her the Esquimaux who found her, obtained the location of the whale, and, undeterred by the prevlous fatalities, proceeded to the spot to regale themselves. Three of the party died.

In view of these facts, Mr. Stefansson's fortitude must be admitted. He left Fort Macpherson for Herschell Island, off the mouth of the Mackenzie, on July 16, 1908, with an Esquiman and his family, a whaleboat and eleven dogs, and will be lost to civilisation until the autumn of 1910.

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The Caribou.

"THE caribou or American reindeer (Rangifer caribou)," writes Mr. W. H. Moore in *The Educational Review* of St. John N.B., "which is found in the Maritime Provinces and Newfoundland, is in size midway between the Virginian deer and the moose, and is without a doubt the most erratic in its wanderings of any of our native mammals. Its true habitat is among barrens, somewhat overgrown with black spruce, upon which usnea moss grows in profusion. The usnea moss (really a lichen—Usnea barbata) is the main diet of the caribou, whether its long pendulous threads or fronds grow on the spruces of the barrens or on the trees of rocky, elevated positions. This animal also follows the roads made by the lumbermen and crops the lichens which grow on the felled trees.

When disturbed, the caribou often goes away, perhaps not to return for weeks; and when pursued may be expected to do exactly the opposite to what another animal would do. Herds of half a dozen or more have been known to allow a hunter to come up with them, and to stand staring at him in amazement, as one after another of them was shot down. At other times they flee at the slightest warning at the approach of a hunter. The actions of this animal are very uncertain. If, while wandering about, one of them should come across a man's trail in the snow, it will sometimes wheel about and run for perhaps twenty miles without stopping; and, another time, it is quite as likely to follow up his trail.

The colour of the caribou, which in summer is a glossy reddish-brown, becoming grayer towards winter, serves to protect it, because it much resembles that of the moss-grown bushes among which it stands. The under parts being of a lighter colour than the upper, the form of the animal is much broken, and its outline is rendered indistinct to any but an experienced eye.

The female caribou brings forth a single fawn at first birth, and after that two are born at a time. Unlike the cow moose, she is often the possessor of a pair of antlers, which are, however, much smaller and more slender than those of the male. Some hold that the antlers of the female caribou are never dropped. This statement is based on the belief that the antlers not having an enlargement at their base—known as the "burr"—cannot be dropped and again reproduced. The writer, however, believes that the antlers of the female are dropped and grown just the same as are those of the male, and that as for the burr, the female has as much in proportion to the size of her antlers as has the male.

The caribou is much more gregarious than the moose or the deer. In favourable localities, as many as fifty of them may be seen at one time scattered over the side of a hill in search of their favourite food, locally known as caribou moss.

The caribou, unlike the moose and the dear, does not "yard" in the winter, but roams over a considerable area. The formation of its feet facilitates its progress through deep snow or over snow covered with a thin crust. The hoofs are very shallow and broad, as are also the dew-claws or secondary hoofs. In travelling where the footing is insecure, the animal squats down until the lower part of the leg rests on the surface of the snow, and with the hoofs and dew-claws spread laterally, a support almost equal to that of a snow-shoe, quite a surface is covered, and the speed attained is much greater than if it had to wade or plunge through the snow,

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as animals that run on the extremities of their hoofs have to do.

The flesh of the caribou is much esteemed as food, and clothing made of its skin, is, it is said, so impervious to cold that with the addition of a blanket of the same material one may bivouac on the snow with safety even in the coldest winter night.

With us this animal is a beast of chase merely, but it is well known how useful the tame reindeer is to the Laplander, being his cow, sheep, horse in one animal. The milk of the herds is the principal support of the owner and his family, and as a draught animal his speed and endurance render it the most valuable of creatures to men living in high northern latitudes.

The caribou or American reindeer of these provinces and farther north is regarded by some naturalists as only a variety of the European reindeer (Rangifer tarandus). Another variety is the Greenland caribou, a smaller animal, inhabiting the shores of the Arctic Ocean and the woods and barren grounds adjacent."

New Forest Atlas

THE Forestry Branch of the Department of the Interior has issued the first sheets of a new "forest atlas," which will include plans of the Dominion Forest Reserves, of which the surveys are now being carried on. The "legend" is now being sent out; this designates the marks used to denote natural features, the different species of trees and the amounts of timber that can be obtained per acre from timbered areas, entries of various kinds (such as homesteads, mineral lands, etc.), burns or brulés, cuttings and sales, roads, trails, railways, canals, flumes, telegraph and telephone lines, buildings, etc. One of the smaller forest reserves, that known as "The Pines," situated near Prince Albert, Sask.—has already been mapped, and the map of the Riding Mountain Forest Reserve, in northwestern Manitoba, is now in preparation. As surveys of the forest reserves and other forested districts are completed, maps of these will be prepared and added to the atlas. It is hoped that the general scheme of indicating information, such as the different colors for stands of timber of various densities, and the other special signs adopted by the Forest Service of the Dominion may be put into general use throughout Canada, so that forest maps may be uniform in plan and may be easily compared.

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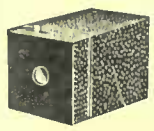

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To Contributors

THE editor will be glad to receive illustrated articles depicting the life and resources of Canada. Articles must not be more than one thousand words in length and should, if possible, be accompanied by original photographs. It is absolutely necessary that a description of every picture and the name and address of the sender should be written plainly upon the back. Fair prices will be paid for all material used and everything sent in will be returned if desired. The name and address of the author must appear upon every article submitted. Short stories will be carefully considered.

To Subscribers

Since our magazine appeared in its new form we have received many requests from readers for complete sets of back numbers for 1908. We can still fill a few orders at 10c. per copy if sent in promptly.

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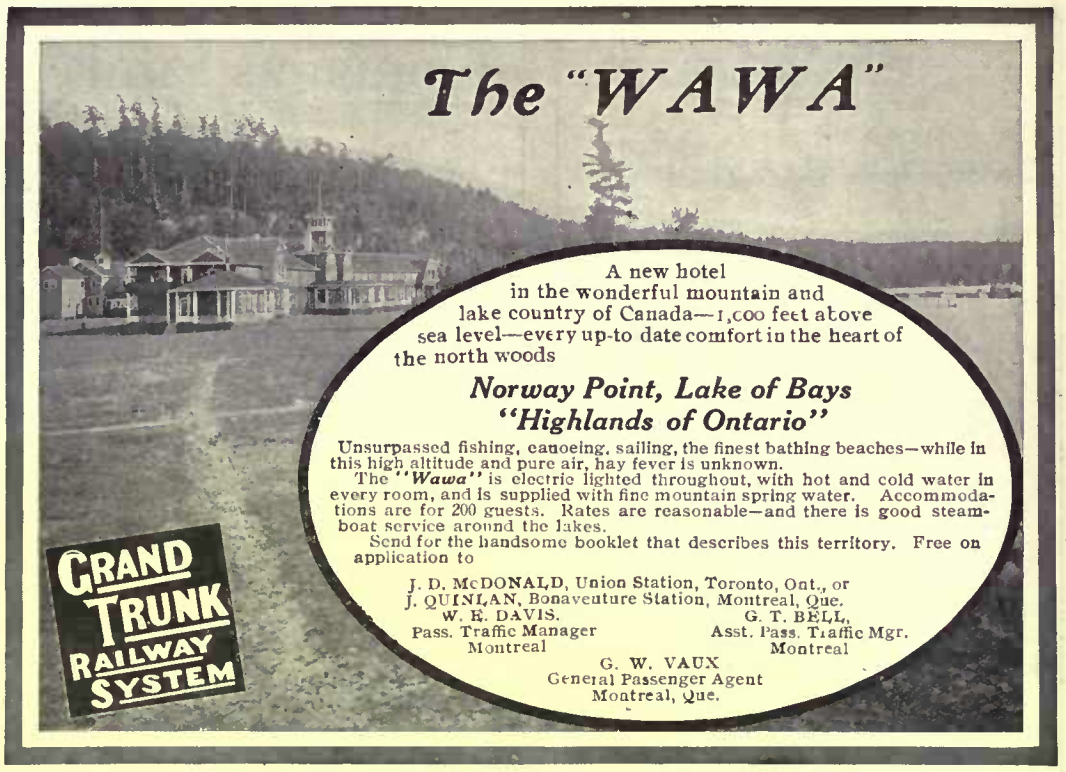
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Canadian Game Lands

CANADIAN NORTHERN

Before the six railways of Canadian Northern System followed the old fur trails into the Canadian game lands, only a hardy few dared to go in. But now, the back places of the woods —wealthy in moose, caribou, deer aud bear—may be quickly and easily reached. The Canadian Northern system serves a wide range of undisturbed territories. Here are a few suggestions:—

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THE CANADIAN NORTHERN QUEBEC and QUEBEC AND LAKE ST. JOHN RAILWAYS span the native country of the ouananiche, northern brook trout, and the spruce shored lakes of the Roberval country where moose and caribou abound.

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Traffic Passenger Manager, - MONTREAL, QUE.

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